/14 cont./

*795 796 788 The first Magal took place October 19, 1928, at the initiative of Amadou Moustapha and on the occasion of the anniversary of the death of Amadou Bamba.

Since Falilou M'Backé, the second caliph, took over the leadership of the brotherhood, the Magal has changed in date and meaning. It now commemorates Amadou Bamba's return from exile, his prophetic vision, and his permanent establishment at Diourbel. Thus the second caliph linked his action directly to that of the Founder by giving back to the Magal its original meaning, desired as early as 1912 by Amadou Bamba himself when he instituted, with an identical signification, what was then called the second Tabaski.

Since 1928 this manifestation has not ceased to grow in importance, and today more than 200,000 pilgrims go to Touba each year on this occasion.

The pilgrimage lasts three days, although some fanatics often remain for five days, sometimes eight.

The high point is the second day; the last is called the "official day," because then the caliph speaks in public to the pilgrims, before the representatives of authority whom he has invited.

[484] A week before this "official day," the first pilgrims begin to arrive at Touba; their number increases rapidly and progressively as the opening date for the pilgrimage proper approaches.

484 •494 788 During these days the pilgrims arrive in the holy city by every means: on foot or by cart for the nearest ones; by train, truck, and taxi for those farther away. Whatever vehicle is used, it is always overloaded: eight or ten ride in a sightseeing car; 90 (and even a few more) in a truck which should carry only 50 persons (this is a matter of four- to five-ton trucks, not covered, on which the travelers crowd together, standing up and pressed against one another between the railings, like canned fish). The trains, too, are jammed, and there are as many [497] pilgrims on the roofs and bumpers of the cars as inside.

Traffic is thick, but in spite of the conditions, there are few accidents, at least serious accidents, considering the great

/14 cont./

484 494 788 [497] number of persons transported. There are sometimes spectacular ones, but cases involving fatalities are fortunately very rare.

The transportation of the pilgrims is closely watched by the /15/ Administration. The Office of Railroads organizes special trains. The subdivision heads grant to the owners of the trucks special transportation authorizations. The circle /cercle, an administrative district/ of Diourbel, aided by the Senegal government, strengthens the security forces and highway police.

788 *795 But that is not the only problem which the organization and unfolding of the Magal presents for the Caliph-general and the Administration.

[485] Sheltering all these people for three days and more is another. The provisioning of the pilgrims in water and food must be organized; sanitary and medical service must be ensured; finally, it is necessary to ensure order and discipline in [625] the city of Touba itself, as is done on the roads, and the commander of the circle of Diourbel can only accomplish this with sizable police reinforcements, set apart in advance almost everywhere (as far as Dakar and Kaolack), which are put at his disposal for this purpose.

At the opening of the pilgrimage, three days before the Official Day, the crowd has reached its maximum size. Touba [494] then experiences extraordinary activity. The road between Touba and M'Backé is continually furrowed in both directions by files of trucks which run without respite between the two agglomerations. The station platforms disappear under the flood of pilgrims who disembark innumerably from the last trains. The wide avenues of the city are filled with the crowd [438] of pilgrims who carry out their religious duties or stroll in front [443] of the little flat baskets where, as in all pilgrimages in the world, the most diverse objects are sold, from articles of clothing, such as babouches or samaras, to perfumes and jewelry, including the most varied articles of piety: prayers or verses from the Koran printed in Arabic, photographs of the Caliph-general or of Amadou Bamba, or even pictures in Oriental

/430 cont./

*511 517 [541 546] Finally, eight families more or less regularly devote a part of their incomes to the heading "Diversions"; excluding No. 36 /431/ (he attends the horse races), all go to the cinema or send their children there. They are the numbers:

No. 16:	1%	No. 36:	1%
No. 22:	3.5%	No. 39:	0.6%
No. 26:	0.9%	No. 40:	0.2%
No. 33:	0.6%	No. 43:	0.6%

[204] There must be added to that five families who read and buy newspapers:

No. 34:	Employee...	0.3% of the income
No. 36:	Accountant..	0.7% --
No. 39:	Teacher.....	1.6% --
No. 41:	Employee...	0.4% --
No. 43:	Doctor.....	2.5% --

*511 423 A final question presents itself. How, when there is any, are the surpluses utilized.

We have been able to get precise data in only two cases: No. 36 built a house to which he devoted in one year, from March 1952 to March 1953, 80,000 francs. On the [427] other hand, No. 43 has taken in rent-sale a villa in Dakar, and for that he pays 12,300 francs per month.

[554] Moreover, the ambition of many, as we have said, is to become the owner of their dwelling. Some look further and want some gardens besides. Several already possess one or the other and are only trying to improve or enlarge them. One of them claimed that he had had a well dug, but he was unable or did not want to remember the sums put into this undertaking.

*511 [472 494 454 426] One of the family heads succeeded in starting a transportation business after having purchased two carts and a horse. Some hoard. We believed that a cultivator had a good-sized bank account and loaned the money at usurious rates. We have

7:Crowder J-5 (1955-1958) 1959
MS37 Senegal MS37

2

The Revolution

OUR bus had been travelling across monotonous scrub country for several hours. The road was excellent, but the journey uncomfortable in the heat of the afternoon sun. The goats on the roof had not stopped screaming since we left Kaolak and the hair of two Mauretanian women sitting in front of me exuded a suffocating odour of rancid butter, with which it was greased, attracting a large swarm of flies. The bus had a drowsy lethargic atmosphere in which we could neither sleep nor think.

After we had been travelling for what seemed an eternity, the skyline was broken by some small hills, covered with lemon-leafed trees. I cannot adequately describe the visual relief those hills afforded. For their significance, they might have been mountains. Towards evening we left these hills behind us and our road quite suddenly came upon the sea, which stretched out before us an undecided compromise between grey and blue. Its shore was skirted by mud huts, from which hung long fishing nets, tied to gaily painted canoes.

There was a sudden stir in the front of the bus. A voice cried: 'Dakar, ici Dakar.' I looked beyond the fretwork silhouette of the fishing village, beyond the cold grey of the sea to an incredible backdrop: a vast city of giant houses, gleaming in the late sun, rode the horizon like some fantastic flotilla of the future.

'Dakar, ici Dakar.' The voice cried once more and the excited passengers took up the refrain.

Our bus pulled up into a large lorry station, in a part of Dakar whose resemblance to the Motte-Picquet-Grenelle suburb of Paris immediately struck me, except that Africans had been substituted for Algerians. At once there was a mad scramble to get

7:Crowder J-5 (1955-1958) 1959
MS37 Senegal MS37
Dakar
Wolof MS30

out of the bus and it was only with difficulty that Arnold and I managed to extricate ourselves. We took a taxi, at almost greater cost than the journey from Kaolak to Dakar, to a dingy little hotel, in the old quarter of the city. To reach it we passed through the centre of Dakar. Trees lined the streets and the architecture of both offices and houses was admirably suited to its tropical setting. It was at once evident that Dakar was a city and not just a town that had, like Lagos, rambled and sprawled and got too big. With its statuesque young skyscrapers and its wide streets, Dakar seemed a model city for the new West Africa. It was neither distinctly African nor European, but had its affinity with the modern cities of South America.

Arnold, accustomed to the higgledy-piggledy, chaotic sprawl of Lagos, and the quiet Victorian dignity of Freetown, could not quite take this in. He seemed almost to resent it as an imposition on Africa, as something that was not African. True, I found that against this background the African appeared, at first, to be an intruder. Nothing seemed more incongruous than a vast Jollof belle, dressed in her traditional robes of lace and muslin, sweeping past the more outrageous examples of *cinema moderna* architecture, or standing pensively beneath a marble plaque depicting a naked African surrounded by the fruits of progress. More incongruous still was the sight of them being spooned in and out of fast American cars or staring into patisserie windows—just imagine one of those muslin cocoons tackling a chocolate éclair. Yet the Africans seemed to have accepted their surroundings with such aplomb that very soon I was to feel that it was the Europeans who were out of place. There seemed nothing unnatural in half a dozen Africans making up their bed for the night on the pavement outside a twelve-story bank, or the young men in tight jeans standing on the street corners eyeing passing girls, just like Saturday night back at the Buildings.

We stayed one night in the Hotel des Fleurs, the cheapest I could find in Dakar. It was owned by a Lebanese, and for Dakar, a city which is almost prohibitive in price for an Englishman, it was remarkably cheap. A haircut in Dakar is 12s., and it has one of the highest cost of living indices in the world.

That night when I entered a bar called appropriately 'Café de Paris', I was unable to believe that we were still in Africa. It had

/177 cont./

464 484 162 Proportion of persons over 50 out of the active labor force 25.3%
Proportion of persons over 50 out of the workers in Pikine 37%
Proportion of persons over 50 out of the workers in Dakar 16%

[463] Thus, old people prefer the traditional trades, jewelers, tailors, merchants, which can be carried on locally.

If one considers the fact that the active male labor force numbers 5,530 individuals and that about 70% of this labor force goes to Dakar to work, one can estimate the number of workers whose place of employment is located in Dakar at about 2,800. Another question pertaining to the frequency of 464 484 journeys to Dakar shows that 62% of the total labor force, that is to say, about 3,700, make the trip at least once a day. This means that not only the workers but the unemployed as well go to Dakar daily. Dakar thus has a double attraction for the workers of Pikine: as an actual place of employment, ● 494 484 and as a place of possible hiring. The two principal means of transportation are: for the officials, the cars called "G.G.," thanks to which they can return for lunch at noon, and for the great majority of others the express buses; only a few have [493] personal means of transportation, mobylettes /bicycles with motors/ or vehicles. The length of the automobile trip from 484 Pikine to the Sandaga market varies from 20 minutes to more than half an hour depending on traffic difficulties. One must add to this the time required to go on foot through the sand from the concession to the bus stop. In a very general way one can say that the worker leaves his house in the morning about seven o'clock and returns to it in the evening between 6:45 and seven o'clock, provided that he does not have errands on [369] the way. This quick analysis therefore shows the role of [361] "bedroom community" that Pikine plays to a certain extent in relation to Dakar.

462 463 162 After the male labor force, it is necessary to say a word about female work. The great majority of the women do not ~~have any occupation~~ other than that of housework: more than two-thirds. The 32% who draw monetary income from their

/79 cont./

361 mahoganies planted at the end of the last century. The very close presence of the station, and the continual coming and going of locomotives, with strident cries that rend the air, destroys the harmony of these quiet spots of small provincial cities, while attempts are made to recreate them.

361 346 Even more peaceful air is breathed in the Catholic Mission, located to the north of the old "escale." The buildings were constructed at the end of the last century in red laterite, storied buildings /80/ with monastery arcades. They are situated in the middle of a huge garden, always green, extended by a park of magnificent trees. The whole reminds one to some extent of the peaceful site of some metropolitan abbey.

361 563 443 The two business quarters (Old Escale and Residence) present the peculiarity of becoming, according to the time of day, the domain of the European in the evening (at the hour for the apéritif) and on Sundays, and that of the African during the day (while the market is open). A place of contact between the Black and the White, this market occupies a very important place in the life of the African city and merits pausing there a bit.

443 [438] It is on the day of the opening of the groundnut trade (at the beginning of December, for example) that it is proper to visit it. On coming from the station one plunges suddenly into the animation, the dust, the heat, the "sticky" odors of the market. The place is swarming with people where the most diverse means of locomotion are squeezed and mingled together: a small cinder-gray donkey, heavily laden, deciding to block the passage of an automobile, despite the beating by its master; a small, light cart with two rubber wheels serving as a taxi and in quest of a possible passenger; a housewife from the neighboring village, her last-born hanging on her back, and who keeps on her head, in marvelous balance, a calabash full of market produce; a cyclist, poorly balanced on his machine, now and again running into a pedestrian or a vehicle; a truck with impressive loads, which slowly pushes from the road the human

443 ● 494 [482]

/17/

438 442 2. The "circuit" of groundnuts. The purchase of the groundnuts in the escale and storing them in the secco of the trader constitute only one step in the complicated circuit that the groundnuts take from the place of production to the port of exportation or to the oil-factories.

492 438 1) The means of transport. From the place of production to the escale, the groundnuts essentially utilize the traditional modes of transport, donkeys throughout the country and camels in the north. [656] The decree of 4 September 1935 has forbidden the use of trucks. Its aims were to avoid bulky hauls, purchases at [731] a low price at the place of production, and, above all, to encourage local animal-husbandry. This system, however, carries with it grave defects. Most often transport on the back of a donkey is more expensive for the producer than transport by truck because the camel-drivers and donkey-drivers impose their own price on the peasants who do not have animals. Moreover, the transporter guides the seller to a trader whom the seller did not choose. Today, however, more and more derogations are permitted, because in the south, where the groundnut is progressing, the tsetse interdicts animal husbandry, and in the other regions the overworked animals are incapable of doing the transporting at the end of trade. Finally, certain [874] co-operatives which pretend "to collect" and not to buy do send trucks to the places of production.

494 438 From the secco of the trader to the port nearby or to the railroad station, transport is handled by trucks. It is essentially the commercial firms, the traders, or the local oil-makers who use them. There are few professional transporters because the traffic is essentially seasonal. The generally bad [491] condition of the unpaved roads, except for the "Transgambienne" from Dakar to Ziguinchor, causes a rapid wearing-out of equipment, whose amortization is a heavy burden on the budget of the merchants.

497 438 The Dakar--Saint-Louis railroad and especially the Dakar-Niger transport more than 200,000 metric tons of groundnuts

[Text continues on p. 21--Analyst]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

The District of Dakar

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

INLAND TOWNS

BAKEL (14° 52′; 12° 24′ W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

BAMBEY (14° 40′; 16° 25′ W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

Communications. By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

36 [131] [162] BIGNONA (12° 49′; 16° 16′ W.). Altitude, *c.* 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as [438] also do lorries. The principal items of trade are ground-nuts, palm [162] kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

Colonial roads lead south to the Casamance opposite Ziguinchor [491] (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

[131] [162] DAGANA (16° 27′; 15° 34′ W.). Altitude, 13 feet. Population, *c.* 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

[439] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down [487] river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

[491] By colonial road Dagana is 86 miles from St. Louis and 332 miles from Kidira. It is on the bus service (p. 474) between these two [494] places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

[131] [162] DIOURBEL (14° 39′; 16° 10′ W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

This flourishing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises [438] somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are [258] several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province [162] of Baol and a route centre. Its inhabitants are mainly Moslems, who [871] have a large and important mosque. There is also a special school for sons of chiefs.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1

[131] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population,
[162] *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] On a slight eminence above a marshy tributary of the Sandougou,
[496] Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in
[248] Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] By rail Tambacounda is 285 miles from Dakar, 111 miles from
[491] Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451.
[162] Mixed Commune. Provincial headquarters. Medical post.
[797] Barracks. Police headquarters. Landing-ground. Regional School. Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

[498] Since the opening of the railway in 1885 Thiès has grown from a
[438] collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
[496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira.
[491] It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1 [From the town of Podor--Analyst]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37
ST. LOUIS

30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorages. Outside the bar at the river mouth there is anchorage in 9–11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [133]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Nayes. 491 494

Air. The airfield is 3¼ miles north-east of Place St. Germain. Its surface is hard clay and it has one hangar. In normal times there is a weekly Air France service to Dakar. 508 509

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

[ST. LOUIS]

Wireless. The wireless station is to the south of Guet N'Dar.

River. Above Faidherbe Bridge the river is closed to all vessels not flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

	1928	1929	1930	1934	1935
Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

[RUFISQUE]

439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side
504 of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3–7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

Jetties and Equipment. There are three jetties with alongside depths
504 of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

Communications

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

Road. The intercolonial road runs from Dakar (15 miles) through
491 to Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes north-eastwards from the town to Sangalkan (6 miles) and Kayar (17 miles).

36 [131] [162] M'Bour (14° 21′; 16° 57′ W.). Population, *c.* 4,500, including 175 Europeans. Mixed Commune. District headquarters. Custom-house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which
[504] extends for a mile out to sea as a passage between two reefs. Inside the cove the water is up to 4½ feet deep, and there is a wharf used by
[439] surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes conditions difficult from June to November. Ground-nuts and millet are exported.

[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal (23 miles) and Fatik (63 miles). Several minor roads lead inland,
● [494] notably one to Thiès, along which there is a bus service twice a day. For half the year there is also a service to Joal.

[131] [162] Joal (14° 09′; 16° 51′ W.). Population, *c.* 900. Custom-house. Roman Catholic mission.

[175] Joal was founded by the Norman Company in the middle of the seventeenth century. It was captured by the Dutch in 1677 and by

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[JOAL]

the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06′; 16° 29′ W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18′; 16° 27′ W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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Two other roads start from Matam. One goes south-westwards to Nelbi (56 miles) and then follows the Ferlo valley westwards to Yoroforé (98 miles), Kagnar (130 miles), and Linguéré (158 miles). It then continues westwards to Ouarkhor (166 miles), Dahra (183 miles), Coki (224 miles), and Louga (242 miles). Although ranked as a colonial road, this is in reality a desert track, much of it being across rough and waterless country. The other road from Matam is little better. It goes southwards through Malandou (31 miles) and Toubel Bali (88 miles) to Tambacounda (155 miles).

Another road that is very poor for its class begins at Dagana and goes southward across the semi-desert to Yang-Yang (68 miles), crosses the Matam-Louga road at Dahra (89 miles), and then goes through Sagata (98 miles) to the railway terminus at Touba (130 miles). From there the road has a rather better surface to Mbaké (138 miles) and Diourbel (162 miles).

The south-east of the colony is served by a road that runs from Tambacounda to Nieriko (42 miles) on the Gambia and then by way of Dialakoto (48 miles) and Badon (128 miles) to Kédougou (160 miles). From Badon a branch runs south-east for 86 miles to Satadougou, which is just over the border of French Sudan.

In the Casamance Territory there is a road from Ziguinchor through Bignona (16 miles), Sedhiou (74 miles), Kolda (136 miles), and Velingara (205 miles) to meet the intercolonial road at Diabougou (245 miles). A branch runs from Velingara to Médina Pakan (32 miles). Another road traverses districts on the left bank of the Casamance from Ziguinchor to Yatakounda (48 miles) and Kolda (130 miles). From Bignona a road runs north-west to Diouloulou (35 miles), crosses the frontier of the Gambia at 46 miles, and provides a connexion with Bathurst, 47 miles farther to the north. This last road is of fairly modern construction and has a tolerable surface, but the others are poor.

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Bus Services

Table VI shows the bus services in 1939.

TABLE VI. *Bus Services*

Route	*Service*
Bambey–Fatik–Foundiougne–Kaolack	Bambey–Foundiougne: daily; Foundiougne–Kaolack: daily 15 November to 30 April, fortnightly 1 May to 14 November. Service in conjunction with the railway.

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

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Route	*Service*
Thiès–M'Bour–Joal	Thiès–M'Bour: twice each weekday; M'Bour–Joal: 4 days a week 1 November to 30 June only.
St. Louis–Dagana–Matam–Kidira	Twice a week 1 December to 30 June. Journey time: 50 hours.
Ziguinchor–Sedhiou–Kolda	Dry season: daily. Wet season: as practicable and as required. Journey time: 7½ hours. Occasional extensions to Tambacounda.

SIGNALS

Cables

206 Dakar is connected by cable to Conakry, Fernando Noronha (Brazil), Casablanca, and Brest. In 1939 to send a message to France cost 11·70 francs (1*s.* 4*d.*) a word.

Telegraphs and Telephones

Telegraph lines run alongside the railways and the following roads:

St. Louis–Dagana–Matam–Bakel–Kidira.
Thiès–M'Bour–Joal–Fatik–Bambey.
Tambacounda–Diabougou–Médina Pakan–border of French Guinea.
Diabougou–Kolda–Sedhiou–Bignona–Ziguinchor.
Bignona–Bathurst (the Gambia).

There are also connexions across the Senegal into Mauritania. The colony has more miles of telephone line than all the others combined. Lines are laid alongside the following roads: Dakar–Thiès–St. Louis; Thiès–Diourbel–Kaolack; Rufisque–M'Bour–Joal–Fatik–Kaolack; and Ziguinchor–Bignona–Sedhiou–Kolda. The standard of efficiency is low.

Wireless

209 There are stations at Dakar, Kaolack, Ross, St. Louis, Tambacounda, and Ziguinchor, of which Dakar is the only one to do any broadcasting. Details are given in Table VII. In 1939 radio-telegrams to France cost 9·75 francs (1*s.* 1*d.*) a word.

[206]

/110 cont./

648 according to this agreement, Great Britain left to us on the
504 Gambia River, along with the territory of Kantora, the port of Yarboutenda, which she thought was accessible to ocean-going vessels. If this advantage did not exist, the text added, a port would be selected downstream and ceded to France, along with the lands defined by an arc of one kilometer in radius. Later on, Yarboutenda was discovered to be inaccessible to ocean-going vessels. The French government then had the right to select a port on the Gambia which offered the advantages that the agreement consented to give us. After study, the port of Nianimaro was selected by the Government-general of Dakar. But the negotiations between Paris and London were never concluded.

496 Because of its natural position on a navigable river,
504 Kaolack has remedied a situation which might have been very disadvantageous for our commerce. The rail line was even extended from Kaolack to Lyndiane, over a distance of 12 kilometers, in order to favor a private enterprise established on the river at this place.

Lyndiane is in fact a point on the right bank of the Saloum where vessels can tie up easily. The Etablissements Ch. Peyrissac et Cie., who own this port and have branches in both Senegal and the Sudan, have a real advantage in this privileged situation.

496 We have given some indication above of the development of the railroad: 190 kilometers in Sine-Saloum. The seven stopping stations are: Gossas, Guinguinéo, /111/ Birkelane, Kaffrine, Malem Hodar, Maka-Yop, and Koungheul, all located at the outlet of trade routes carrying groundnuts.

491 Roads. Branching off from this railroad line, as well as from all the major centers, many highways streak across the country in every direction. These roads, or rather dirt roads,
[494] are for the most part accessible to automobiles: tourist cars and transport trucks.

There are more than 3,000 kilometers of dirt roads in the circle, of which 2,000 kilometers are used daily in the dry

/111 cont./

491 [494] season by truckage, the development of which has grown in considerable proportions since 1920.

The network of roads is on the whole excellent. Every winter, it is subject to deteriorations; the latter are repaired as soon as the dry season arrives. Thousands of workers making [464] their annual contribution are employed there under the supervision of native chiefs and under the direction of the European administrative authorities. Some artificial works, embankments, bridges, culverts, gutters, and channels have been constructed in the swampy places or to cross spots of water.

363 In the communes, the roads are gradually being paved with paving stones as the urban streets develop. In Kaolack six kilometers of streets have been paved with stones in the past five years.

505 Inland navigation. As we have already seen, the Saloum is the major channel of inland navigation. Steamers enter it by the maritime passage of Sangomar. In the channel, 120 kilometers long, up to Kaolack, there are some bends or passages that are quite difficult to negotiate. A pilot is [502] necessary. All of the boats have one, whom they take on at Dakar or Rufisque. The Sine is traveled in the same fashion up to Niamnioroh.

There are countless marigots which are accessible to [501] cutters, small launches, barges, or dugouts. There are several thousand kilometers /112/ of waterways which connect villages, centers of cultivation, and fishing agglomerations.

In the Bas-Saloum in particular, commercial traffic is handled by cutters or by dugouts.

Saboya, on the marigot Miniminian, an affluent of the Gambia, is accessible to ocean-going vessels. Each year boats come to seek the stock of groundnuts produced by this region.

Here are some comparative figures on navigation for the three ports of Kaolack, Foundiougne, and Saboya.